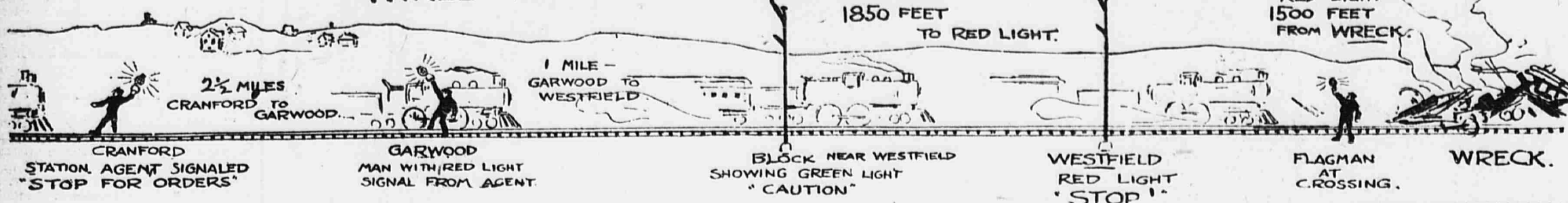


# THE SEVEN SIGNALS SET TO WARN THE ENGINEER OF THE PHILADELPHIA FLYER OF DANGER AND THE ENGINE WHICH DREW DEATH-SPREADING TRAIN

THREE MINUTES CRANFORD TO WRECK.



## TWO MEN IN EACH ENGINE CAB WOULD PREVENT SUCH TERRIBLE COLLISIONS.

On the Type of Locomotive that Caused the Plainfield Horror the Fireman Is Separated from Cab of the Engine and Cannot See Ahead—Bill to Be Introduced in New Jersey Legislature to Compel Employment of Extra Man in the Cab.

Through the efforts of The Evening World a movement has been set on foot in New Jersey compelling the railroads to keep two men in the cab of every locomotive of the type which drew the Philadelphia flyer. Had the fireman been in the cab with Engineer Davis, instead of in his pit fifteen feet to the rear, and out of sight of the signals and the track, the Westfield collision would not have occurred.

Senator Robert S. Hudspeth, of Hudson County, who represents the section of New Jersey in which all of the State railroads terminate on the Hudson River, is preparing a bill which he will introduce at Trenton, to compel the railroad companies to either abolish this style of passenger engines or employ on them assistants to the engineers who will keep a lookout ahead, as well as the engineers themselves.

"There should be two men in the cab of every engine," said the Senator to-day. "I am not concerned as to how the railroads remedy the situation, but obviously it is criminal to intrust hundreds of lives to one man, who may be taken ill, insane, stricken with blindness or who may drop dead at any moment."

Engines are so built that only the engineer can look ahead; the fireman is away back in the rear, out of the view ahead and generally knows nothing about what is going on until he is told about it afterward.

Engineers and firemen in general do not like the "hog" type of engine. One said to-day that two men should always be in the engineer's cab on the heavy passenger trains. This engineer said that in his opinion accidents would be averted very often if the engineer had a helper or a "lookout" in the cab with him. It would have taken quick thought, he said, for Engineer Davis to bring his engine to a stop in the distance between the signal and the wreck, and it was possible that he might have been doing something else at the time, and a loss of a few seconds in such instances means a collision. With two men in the cab, one could constantly be on the lookout for signals.

## HEWITT LEFT NO PUBLIC BEQUEST.

Will of the Former Mayor, Filed for Probate To-Day, Gives All Property to Relatives.

The will of Abram S. Hewitt was filed in the office of Surrogate Charles M. Kink at Paterson, N. J., this afternoon. Mr. Hewitt's legal residence was in Ringwood, Pompton Township, Passaic County. He makes no public bequests of any kind. The executors did not file an inventory of the estate.

The will, which is a very brief one, bequeaths to the wife, Sarah A. Hewitt, all the household effects, pictures and other furnishings wherever they may be situated. All the real estate in Pompton, the family seat at Ringwood, and the large holdings in Rockland and Orange counties, New York.

Out of \$100,000 of bonds of the Greenwood Lake Railroad a trust fund is established, and it is ordered that the executors pay from this annually to Annie G. H. White and Sarah C. Cowan, grand-nieces, \$600 each.

To Griswold Voorhes \$500 a year is bequeathed, this likewise to come out of the trust fund. Abram Hewitt Southard and Sarah Robson, a daughter of Thomas Hewitt, the testator's brother, each receives the sum of \$500 a year. The remainder of the estate is to be divided equally between the testator's children. The executors named are Sarah A. Hewitt, Peter Cooper Hewitt, Erskine Hewitt and James O. Green, a son-in-law.

An Important Feature  
The testament of the Passaic County Surrogate, Charles M. Kink, at Paterson, N. J., this afternoon.

## DICKEY NAMED FOR RAILWAY BOARD.

Gov. Odell Appoints His Friend as Commissioner to Succeed Ashley W. Cole.

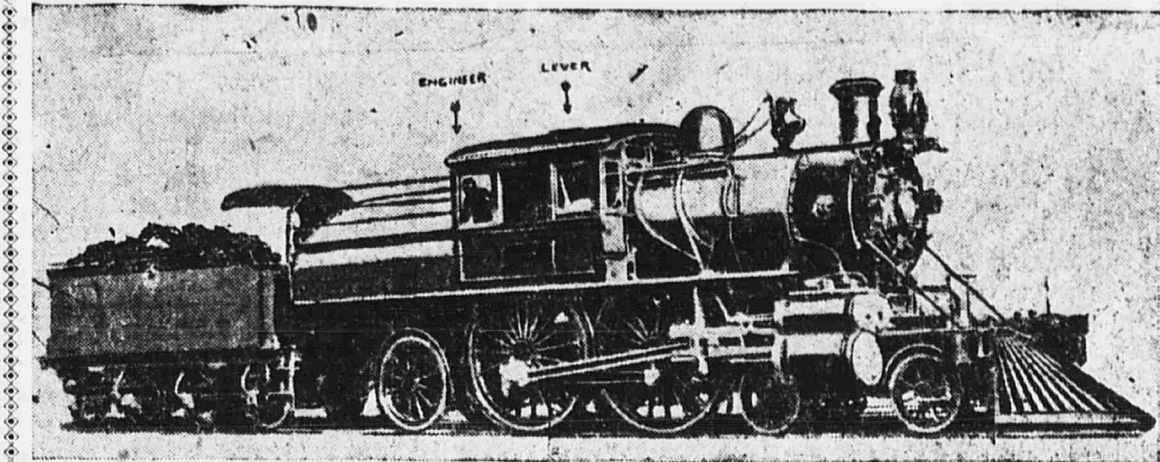
(Special to The Evening World)  
ALBANY, Jan. 28.—Gov. Odell to-day sent to the Senate the appointment of Joseph M. Dickey, of Orange County, to be a member of the Board of Railroad Commissioners in place of Ashley W. Cole.

It was referred to the Committee on Railroads. The Governor in making the appointment has kept his promise to Dickey, who is his friend.

The Senate Railroad Committee decided to report favorably the nomination of Col. Dickey to be Railroad Commissioner. The labor organizations having representatives in the Capitol are said to have made applications for a hearing. The nomination will be reported favorably to-morrow.

Capt. Dickey, the new State Railroad Commissioner, was born in Newburgh, N. Y., which is also the home of Gov. Odell. When he was fifteen years of age he joined the army and served in the Union Army. This was in 1862. He was soon promoted to the rank of Second Lieutenant and in 1864 was made a First Lieutenant. He was then only seventeen years old, but his military service was such as to commend him highly to his superiors. He served in the army until peace was declared. He then returned to Newburgh and engaged in business.

While still a young man he was recognized as one of the leading men of affairs in Newburgh. He helped to organize and build the Newburgh City East River Railway, afterwards becoming President of the company. He was also one of the organizers of the Newburgh and Orange Lake Railway. During President McKinley's first term Capt. Dickey was appointed Shipping Commissioner for the Port of New York, taking office in May.



## MURDER AND MUTINY ON BOARD SHIP

Captain and Seven Men Reported Killed on the Bark Veronica and Vessel Then Set on Fire.

POLICE HOLD SURVIVORS.

LIVERPOOL, Jan. 28.—The British steamer Brunswick, Capt. Brown, from Maranhao, Brazil, arrived here to-day and landed five survivors of the British bark Veronica, Capt. Shaw, from Ship Island, Miss., Oct. 6, for Montevideo, who were picked up at sea by the Brunswick before arriving at Funchal. The men reported that the Veronica was burned at sea Dec. 20, but the police have detained four of them on suspicion of having murdered and murdered Capt. Shaw and seven of the crew of the Veronica, after which they are alleged to have set fire to the ship.

The cook of the Veronica, a colored man, who was among those who were rescued by the Brunswick, made a statement to Capt. Brown, which caused him to be taken to the police station. When questioned here the four seamen said the Veronica was abandoned because she was on fire. They added that the Chief Officer and a seaman died on board of her, that Capt. Shaw and some of the crew left in one boat, and that they (the men brought here by the Brunswick) left the bark in another boat and succeeded in reaching Casajica Island Dec. 25 in a starving condition, after drifting for five days, during which they subsisted on biscuits and a small barrel of water.

Three days later the men were picked up by the Brunswick. The cook, however, asserts that the men, led by the boatswain, a German, murdered and murdered the captain, Chief Officer and others and threatened to kill him if he betrayed them. After an investigation the four seamen of the Veronica were formally charged with murdering seven of their shipmates.

The other course is for Mr. Bowen to declare that his mission has failed, that he cannot come to a reasonable understanding with the Allies, because of their uncompromising attitude, and therefore the case must go to the Hague tribunal for adjustment.

Venezuela's plight at this moment lies in the fact that she is between two fires. The Allies demand preferential treatment, while France and other creditors look to Venezuela for fair treatment, pointing out that to discriminate against their claims, when their attitude has been correct and even magnanimous, would not be fair treatment.

Count Quadt, the German charge, was the only representative of the Allies to see Mr. Bowen this afternoon. He afterwards was in conference with Sir Michael Herbert, the British Ambassador, and was later at the State Department, where he introduced the new military attaché to Secretary Hay.

The Venezuelan matter was alluded to and the Department was informed of the last report from Berlin regarding the Panther episode, which was published this morning.

Kaiser's bluff will NOT BE TAKEN HERE.

WASHINGTON, Jan. 28.—The Venezuelan situation and especially the attitude of Germany was discussed by the Senate Committee on Military Affairs to-day, and the situation influenced the committee on some matters pertaining to the Army Appropriation bill, among which was the decision to accept the House provision relating to transports so that they would be retained in the service.

The committee also provided for an increase of electrical and gunner, machinists and sergeants and others who take care of and handle guns in the seacoast defenses.

Some other additions were made in the bill with a view of improving the service. The discussion was general and

## VENEZUELAN MUDDLE IS NEAR THE DANGER POINT.

Minister Bowen Goes to Secretary Hay with Refusal of England, Germany and Italy to Share Revenues Equally with Other Nations, and Developments Expected.

WASHINGTON, Jan. 28.—The Venezuelan negotiations have approached perilously near a breach, and the end is not yet in sight.

Minister Bowen has taken the matter to Secretary of State Hay, and while the refusal of Germany, England and Italy to share equally the revenues of Venezuela with other nations was not discussed in a wholly official sense, it is significant that it has been taken to the State Department in any form.

The Secretary and Minister Bowen went over the collection of revenues and certain phases of the blockade in detail and developments are quite certain to follow.

Mr. Bowen is believed to have taken steps to acquaint President Castro with the demands of the Allies, a sure sign that these demands exceed, in spirit at least, the concessions that Mr. Bowen expected to make.

Possibly fresh and enlarged powers will be necessary to enable him to meet the demands.

Two courses are open now to Mr. Bowen, and it will probably be for President Castro to elect which he shall follow. He may in his response to the other claimant nations than the Allies, take the opportunity to inform the world that Venezuela yields to overpowering force, and that if she cannot meet their claims, they must reckon with the Allies themselves.

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## CAPT. GANNON IS DISMISSED FROM POLICE

Gen. Greene Makes the Announcement Just as Trial on Criminal Charge Is About to Go to Jury.

CAUGHT IN WEBSTER HOTEL.

Sandford, Assistant District-Attorney, Led a Raid on the Place, but Gannon Swore He Followed the Raiders In.

Police Captain Gannon, who has been on trial before Recorder Goff for neglect of duty for failing to suppress the Webster Hotel in East Fifteenth street, and whose case may go to the jury to-night, was dismissed from the Police Department this afternoon. His trial before Deputy Commissioner Piper for the same offense as alleged in the criminal action was closed last week. Commissioner Greene made the announcement of dismissal.

Capt. Gannon completed the testimony in his defense this afternoon at his trial before Recorder Goff. Capt. Gannon was seen in the hotel at the time of the raid made by Assistant District-Attorney Sandford, but testified in his own behalf yesterday that he had gone there after he heard of the raid.

Policemen Testify for Gannon.

Capt. Gannon put on the witness stand six policemen, who swore that they had received orders from their chief to get evidence against the place. They also swore that the block on which the hotel was located was made a special post and that persons were warned not to enter it.

Capt. Gannon is a Republican. He was promoted by the York Board. He got into trouble while in command of the East Twenty-second street station more than a year ago. The District Attorney's Office made a raid on the Webster Hotel, in East Seventeenth street, and Capt. Gannon was there, talking to Lizzy Mack, the proprietress.

House Was Notorious.

It was alleged that this house was notoriously disorderly and that the persistent efforts of the neighbors had failed to get Gannon to move against it. He was charged in the criminal courts and at Police Headquarters with neglect of duty for his failure to suppress the place, but was not put on trial until his counsel moved for the dismissal of the indictment against him three weeks ago.

Then the District-Attorney went after him on high charges. It was said all along that the delay was due to an attempt by the District-Attorney to get Gannon to tell what he knew about the blackmail in the Police Department with a view to getting at some inspectors.

# LEFT THROTTLE AS DEATH TRAIN PASSED SIGNALS.

Engineer Davis, of the Philadelphia Flyer that Crashed Into the Easton Express Tuesday Night, Was Not at His Post When the Dreadful Crash Came.

He Had Turned His Back to the Throttle for the Couple of Minutes During Which His Train Flashed by the Warning Lights, and His Own and Twenty Other Lives Paid the Cost of This Slight Neglect of His Charge.

Engineer Davis, of the Philadelphia flyer that crashed into the Easton Express, killing twenty persons, was absent from the throttle of the engine three minutes, during which time his train sped past all the danger signals that had been set to warn him to stop.

Owing to the Construction of the mogul engine which drew the train, the fireman was fifteen feet behind the point at which the engineer should have been on watch, and consequently the train was thundering along without any guiding hand or brain whatever.

Engineer Davis, who was responsible for the terrible accident, died to-day in the hospital at Plainfield. He made a confession admitting his absence from the post he should have occupied.

The Grand Jury of Union County was instructed to-day by the presiding Judge to remain in session until the responsibility for the tragedy should be fixed and to find indictments against every person in any way responsible.

Funerals of the victims of the disaster will be held in Plainfield to-morrow, which will be observed there as a day of general mourning and prayer.

W. G. Besler, Vice-President and General Manager of the Jersey Central Railroad, told an Evening World reporter to-day that he had information that cleared up positively the cause that led to the Westfield disaster, in which twenty-one lives were lost.

Engineer Davis, who died in the hospital at Plainfield to-day, was not at the throttle at the time the awful collision occurred on Tuesday evening. His eyes were not on the rails ahead nor was he on the lookout for signals for possibly two or three minutes before he went crashing into the Easton train.

He was plunging along at the rate of a mile a minute. As he returned to his post he suddenly caught the lights of Westfield, and in the next instant he saw the red bull's-eyes of the Easton express. He jumped to his brakes, but it was too late.

THE DYING ENGINEER'S STORY.

This is Mr. Besler's story: "We have information that in a statement made by Engineer Davis to the county doctor at Westfield is evidence that fits in closely with all that our investigation of the wreck has brought to light, and that positively confirms the stand we assumed yesterday. It is what we have believed from the beginning to have led to the disaster. I have not seen the statement, which I understand is locked up in the Coroner's office, but our authority, which we cannot be expected to reveal, assures us of our safety in accepting what I tell you as true.

"Davis acknowledged before he died that he did not see any of the signals that he should have obeyed; that the first lights he saw were those of Westfield as he flashed by, and then the red lights on the rear of the Easton express. He could do nothing then to save himself or his train.

HE WAS BUSY ELSEWHERE ON THE ENGINE.

"This statement to which I have referred, I am told, admits that Davis did not have his eyes on the road ahead; that he was busy at something else as he went crashing along at sixty miles an hour to destruction. "A second's glance from the rails ahead at that speed means the missing of a long distance. Then think of what a minute would mean and then three minutes. Three miles!

"To have missed all the signals that were displayed we figure that it must have been that long that the unfortunate fellow must have been engaged somewhere else than on the lookout. All the signals that were set to prevent the horrible thing that occurred were passed and were within the distance covered in that time.

"Davis had descended from his seat in the cab window to attend to some matter that distracted his attention from the signals. "Do you mean to say, Mr. Besler, that an engineer has to leave his seat to get at mechanism that controls the movement of his engine? "No; you can reach out from where you sit in the cab and control the engine."

## DEATH LIST IN ARIZONA WRECK NOW NUMBERS THIRTY-FIVE.

TUCSON, Ariz., Jan. 29.—The Coroner's jury impanelled to-day by Coroner Culver viewed the bodies of fourteen victims of yesterday's collision on the Southern Pacific near Vails station.

The list of the dead is now placed at twenty-four. Other bodies are being taken from the ruins and it is said that while the number of dead thus far reported is twenty-four, it is believed that the fatalities will number not less than thirty-five. The total injured, as far as heard from, number forty-seven.

LATE RESULTS AT NEW ORLEANS.

Fifth Race—Chickadee 1, Saragamp 2, Eliza Dillon 3.

HARCOURT REVEALS SECRETS OF THE BIG TAX SWINDLE.

George Harcourt, the chief witness for the State against Philip Baer, W. P. Sawyer and Nathan and Morris Springer in the tax swindle case, went on the stand this afternoon and testified that he had worked in the scheme with the accused. He did not answer when asked if he had ever been indicted for grand larceny, the Court directing him not to do so.

Magistrate Cornell closed the case after Harcourt's testimony, reserving his decision until to-morrow.